Application No. SDP16-00006 (Site Development Permit)

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STAFF REPORT

I. APPLICATION INFORMATION

Applications: Project No. PRJ12-00009
Site Development Permit: SDP16-00006

Project name: Inneswood Apartments

Staff Contact: Amy Tarce, Senior Planner
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Applicant: Robert Wenzl
P.O. Box 6127
Bellevue, WA 98008

Owner: Inneswood Estates LLC
P.O. Box 6127
Bellevue, WA 98008

Request: Site Development Permit **approval** for 2 multi-family buildings with a total of 93 units on approx. 5.72 acres. The site includes approximately 2.41 acres of critical areas in a separate tract (Tract B), reducing the developable area to 3.31 acres. Site access is on Newport Way. Resident parking in a two-level garage and on-street visitor parking provided. Frontage improvements include a City-planned roundabout at the intersection of Newport Way NW and NW Juniper St. (See Site Plan, sheet C1.06).

Location: 905 Newport Way NW (Parcel No. 2824069011, a.k.a Parcel B)
843 Newport Way NW (Parcel No. 2824069395, a.k.a. Parcel C)
798 Newport Way NW (Parcel No. 8844300100, a.k.a. Abossein property)
(See Fig.1, Zoning and Land Use Map)

Existing Land Use: Single-family residence (vacant)

Adjacent Uses (see Figure 1, Zoning Designation and Existing Land Use):

North:	Steep slopes Tract, Single-family residential
South:	Open space, Hair Salon in a single-family conversion
East:	Office, Senior Housing, Commercial
Northeast:	Retail/Commercial (Issaquah Commons and Target Store)
West:	Open Space, Single-family residential
E-W Streets:	NW Locust Street (North), NW Juniper Street (Middle), NW Holly St. (South)

Zoning: MUR – Mixed Use Residential

Comprehensive Plan:
Land Use: “Multi-family Residential”
Subarea: “Central Issaquah”
District: “Gilman”

II. RECOMMENDATION

Based upon the application, submitted plans, listed Attachments, and rationale contained in this Staff Report, the Administration recommends that the Development Commission approve the Site Development Permit for Inneswood Apartments, SDP16-00006, with conditions.

III. SITE DEVELOPMENT PERMIT LEVEL OF REVIEW

Based on Table 4.3A, Levels of Review, in the CIDDS, this project requires a Level 3 Site Development Permit review. The process steps for a Level 3 review are outlined in Table 3.8-1.

Approval Criteria

The purpose of the Site Development Permit (SDP) is to obtain planning level approval from the Development Commission with the confidence that the project meets the standards and guidelines contained in the Central Issaquah Plan and the Central Issaquah Development and Design Standards (CIDDS), and, where appropriate, City or other applicable Code, prior to the preparation of construction documents.

The decision shall be made using applicable approval criteria including but not limited to:

A. Consistency with the Comprehensive Plan and Central Issaquah Plan;
B. Compliance with all applicable codes, rules, regulations, and polices; and
C. Meets all the requirements of the Central Issaquah Development and Design Standards.

IV. PUBLIC COMMENTS

The City received comments from 2 citizens regarding this proposal (see Attachments 6 and 7). Staff responses are included with the public comments.

V. BACKGROUND

The Inneswood Apartments is part of a multi-phased development of a larger parcel that was approved for a short plat in September 2014 (see SP13-00002, Inneswood Estates Short Plat), which created 3 development parcels and 2 critical area/open space tracts. The original site had 2 zoning designation. The upper portion of the lot was zoned Single-Family Suburban (SF-S) and the lower portion, along Newport Way, was zoned Mixed Use Residential (MUR). The short plat determined the boundary lines for the two zones, resulting in the current boundary lines for the parcels and tracts, as shown on sheets C1.05 and C1.06 of the SDP plan set. The upper portion has been subsequently approved for 10 single-family residential lots through a subdivision plat (see PP13-00003, Inneswood Estates Preliminary Plat). The stormwater treatment facility serving the single-family residential is located at the bottom of the hill, across Newport Way, at what is known as the Abossein Parcel (see Existing Conditions, sheet C1.04 of SDP Plan set). A trail through the critical area/open space tracts, identified in the Inneswood Estates Preliminary Plat, would provide a pedestrian route connecting “The Woods” neighborhood on the west to the east boundary of the Inneswood Apartments along Newport Way NW, through Tract B. The identification of the trail location was deferred at the time of the short plat and required to be finalized in the Inneswood Apartments Site Development Permit review.

Stormwater detention vault in the Abossein Property

A stormwater detention vault was proposed to meet the stormwater management requirements of the development of single-family homes in the Inneswood Estates short plat. To anticipate the requirements for stormwater management of the Newport Way roundabout, the detention vault was designed to accommodate stormwater runoff from the single family homes and for the right-of-way improvements of Newport Way. The stormwater vault involved enhancement of the wetlands on-site as part of the mitigation for the location of the vault within the wetland buffer. The Abossein Parcel is included in the Inneswood SDP review because the open space portion was not part of the short plat review. The Development Commission is requested to review the design of the open space for compliance with the Central Issaquah Development and Design Standards. The detention vault and the wetland enhancement plan, which were approved prior to the application for the Site Development Permit for Inneswood Apartments, are under construction at this time.

The open space in the Abossein Parcel is required to be publicly accessible. The stormwater detention vault, which will serve both public and private stormwater, will require City public works access also. Depending on whether the parcel will be dedicated to the City or not, appropriate easements will be required. The ownership will be determined during the construction permit and public access easements will be provided by the Applicant.

Roundabout on Newport Way

Prior to the application for a Site Development Permit for the Inneswood Apartment parcels, the City had started designing the roundabout at Newport Way NW and Juniper Street, as part of its Capital Improvement Program. The Applicant was given the option of paying the required Traffic Impact Fees or constructing the roundabout in lieu of the Traffic Impact Fees. Since the Applicant is required to provide half-street improvements for the entire length of the property (approx. 856 ft.) and pay the impact fees, the Applicant opted to fulfill its obligations by constructing the roundabout and the related improvements for their section of Newport Way NW. The specifications for the roundabout were based on the 30% design drawings the City has developed. The right-of-way design for Newport Way that is included in the Inneswood Apartments Site Development Permit application integrates the Central Issaquah Development Standards for a Parkway and the safety and functional requirements for a roundabout.

APPROVAL CRITERIA

VI. SEPA

SEPA environmental review is concurrently being conducted with the Site Development Permit review. SEPA is done early in the permit process and is required to be completed before the Site Development Permit (SDP) decision. Staff has determined that environmental impacts will require mitigation. A Draft Mitigated Determination of Nonsignificance (MDNS) was issued on October 21, 2016. A 21-day combined comment/appeal period was established beginning on October 21, 2016 and ending on November 11, 2016. See Attachment 3 for the Inneswood Apartments SDP SEPA MDNS and SEPA Checklist.

[Condition 1] ***The applicant shall comply with the Mitigation Measures set forth by the Mitigated Determination of Nonsignificance.***

The Mitigated Determination of Nonsignificance (MDNS) is based on the SEPA environmental checklist submitted on September 1, 2016. SEPA mitigation measures shall be deemed conditions of the approval of the decision pursuant to Chapter 18.10 of the Issaquah Land Use Code. All conditions are based on policies adopted by reference in the Land Use Code and the Central Issaquah Development and Design Standards. The issued SEPA MDNS and SEPA Checklist are provided as Attachment 3 of this Staff Report.

VII. Central Issaquah Development and Design Standards

This chapter of the Staff Report is meant to provide the rationale that served as the basis for the recommendation for the approval of the SDP, including the conditions of approval. In addition to the recommended conditions in this chapter, there are mitigation requirements for environmental impacts identified in the SEPA review for this project and construction conditions meant to address specific CIDDS standards that are more appropriately reviewed during the construction permit review of projects. Please see Attachment 3 for SEPA environmental impacts mitigation requirements.

CENTRAL ISSAQUAH PLAN and CENTRAL ISSAQUAH DEVELOPMENT AND DESIGN STANDARDS

The following summarizes compliance, or where appropriate, the basis for the recommended Land Use and Construction Conditions for SDP16-00006, Inneswood Apartments. Detailed analysis of project compliance to the Central Issaquah Development and Design Standards can be found in the CIDDS Checklist (see Attachment 2). The CIDDS Checklist staff comments are based on the Plan Drawings dated May 2016 (Attachment 8), Vision on Sustainable Development and Project Narrative submitted by the Applicant (Attachment 5). Many CIDDS standards can only be reviewed for compliance at the construction permit review phase. These items are marked with an "X" in the Design Checklist, under the column heading "Constn. Review". A mark in this box indicates that a standard will be substantially or fully reviewed with construction permits, since elements reviewed for compliance during land use permit review are almost always also reviewed during construction permit review as well. Additionally, the Staff comments column contain construction conditions, which shall be fulfilled by the Applicant at construction permit review. The approval of the SDP with the conditions of approval does not preclude further staff requirements during construction permits review of the project to ensure compliance with the CIDDS and other applicable City codes.

Chapter 1: Purpose and Applicability

The purpose of the Central Issaquah Plan and Development and Design Standards are to provide the tools for implementing an inspiring, animated, and connected urban community where pedestrians are priority, requiring buildings and open space that are openly inter-related, designing sites that make a positive contribution to the Public Realm, attracting businesses that complement the Central Issaquah vision, and creating a place where people of all income levels and diversities are drawn to live, work, and play.

Administrative Adjustment of Standards (AAS)

Unless expressly identified, approval of this SDP application does not modify any City or Central Issaquah Plan standards, which are in conflict with the elements of the SDP plan or application. Modification of the standards or guidelines requires an explicit approval in the Notice of Decision for this application or a separate Administrative Adjustment of Standards as allowed under Chapter 1.0.E (Administrative Adjustment of Standards Flexibility).

Administrative Adjustment of Standards applicable to Inneswood Apartments include:

- Circulation Facilities (Chapters 6 and 12) – for Newport Way streetscape and roundabout design
- Building Design – for retaining walls in building setbacks

AASs are Level 0 or Level 2 administrative review with provision for the public to provide comments.

Chapter 2: Definitions Specific to Central Issaquah Plan

Chapter 2 contains definitions for terms used throughout the Central Issaquah Plan. These are additive to the definitions in the Land Use Code. Capitalized words in this staff report are defined terms in Chapter 2.0.

Chapter 3: Procedures

Chapter 3 provides for the procedures of processing permits within the Central Issaquah Plan. Because the total site contains 3 or more acres, it is a Level 3 Review (see Table 4.3A) in which the Development Commission is the decision maker. The City and applicant chose not to hold an optional Community Conference.

Table 3.8-1 of this Chapter requires that the Level 3 Review include: Early Coordination and Collaboration, Pre-Application Meeting, Complete Application Determination, Notice of Application, SEPA Determination, Public Hearing, Notice of Decision and provisions for Appeals and Permit Extension.

Below is the project schedule following the prescribed Level 3 Review process. Some actions will occur in the future e.g. Second Public Hearing, Notice of Decision, and Appeals if one is filed.

Pre-application Meeting: **November 30, 2015**
Determination of Complete Application: **May 31, 2016**
Notice of SEPA Determination issued: **October 21, 2016** (21-day comment and appeal period begins)
Development Commission Public Hearing, part 1: **November 2, 2016**
Final Determination for SEPA: **November 11, 2016** (comment and appeal period ends for SEPA)
Development Commission Decision (Public Hearing): **December 7, 2016** – Tentative date

The Applicant has met with City Staff on several occasions for early collaboration prior to the Pre-application Meeting to identify the major land use concerns. The Applicant has responded to these concerns and revised their proposal to address staff concerns in the pre-application review. The public has been provided with opportunities for early review and comment by providing the project documents on the City's website, from the time of the Pre-application review.

Public Notices

The Notice of Application included notices to: 1) parties of record, 2) adjacent property owners, 3) the City's website, and 4) property posting.

- A Notice of Application was posted on the City's website and mailed to adjacent property owners on **June 8, 2016**.
- Property posting with a 4' x 4' project identification sign was placed on the site on **October 21, 2016**.
- A Notice of Public Hearing was mailed to properties within 300 feet of the project on **October 21, 2016**. A Legal Notice in the Issaquah Press was published on **October 21, 2016** of the Development Commission's Public Hearing scheduled on **November 2, 2016**. Per the IMC 18.04.180.C, legal notices are required to be provided at least 10 days before the meeting/hearing.
- Notice of the Development Commission Public Hearing was also placed on the City's website the week of October 24, 2016.
- A Notice of Decision of the Site Development Permit, when issued, will be emailed to all parties of record and an appeal process will be provided as governed by IMC 18.04.250.

Chapter 4: Zoning Districts, Uses and Standards Summary

The intent of chapter 4 is to establish zoning districts to allow for a livable, sustainable, mixed use, urban community; balance environmental concerns with development pressures; and to ensure the health, welfare and safety of those who work, live and play in Central Issaquah.

The zoning of the property is MUR – Mixed Use Residential and multi-family residential is a permitted use. The Intent of the Mixed Use Residential zone is to create a small to medium scale residential neighborhood with compatible commercial uses. The zone serves as a buffer between the high and medium scale, urban development to the north and the single and multi-family neighborhoods to the south. The project is providing medium density residential, at approximately 28 dwelling units/developable acre. However, in Central Issaquah, residential development densities are not based on dwelling units/acre but by floor area ratio (except in the Urban Core). The proposed F.A.R. of the two buildings meet the requirement for the MUR – Mixed Use Residential zone (see District Standards Table below). The du/acre number is provided here for general information only.

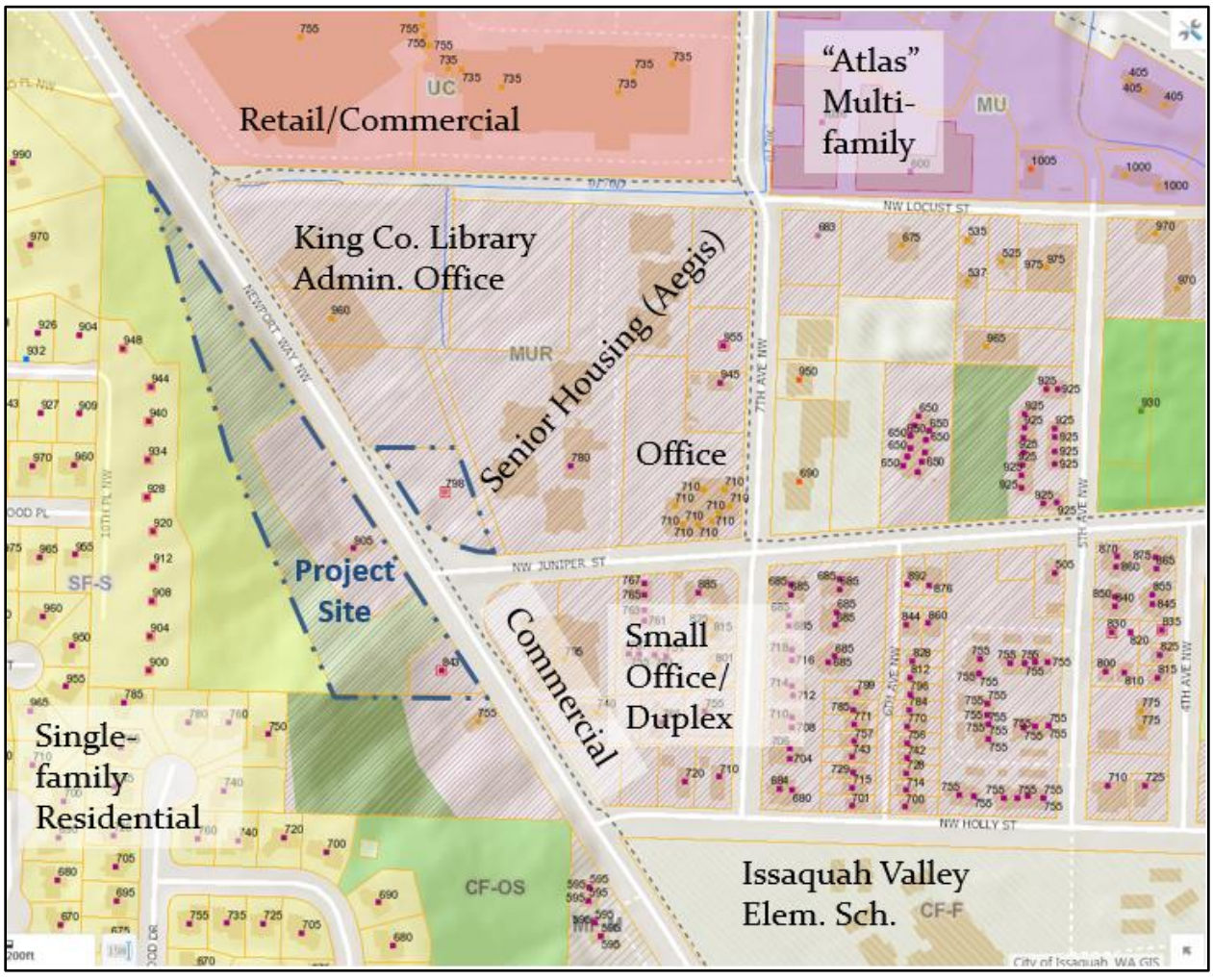

Fig. 1. Zoning and Existing Land Use

Level of Review (Table 4.3A)

See comments in **Chapter 3: Procedures**, above.

Permitted Land Uses
According to Table 4.3B Permitted Land Uses, a multi-family development with 5 or more units is permitted in the MUR – Mixed Use Residential zone of Central Issaquah.

District Standards
Table 4.4 is the District Standards Table. Applicable sections to this table are:

STANDARD	ALLOWED/REQUIRED	PROPOSED
Floor Area Ratio (Min. F.A.R. applies for lots greater than 3 acres)	Min. 0.75, Up to 1.25 (without bonus density); up to 2.0 with bonus density	F.A.R. for Parcels B and C, and the Abossein property, combined is 1.23 - F.A.R. for multiple parcels may be combined per CIDDS 4.4.B
Height	40 ft., 54 ft. with underbuilding parking; 65 ft. with bonus density	**7-unit building**: approx. 45 ft., measured from ave. finished grade **86-unit building**: approx. 63 ft., measured from average finished grade (bonus density required for top floor that exceeds max. height limit of 54 ft.)
Setbacks – side and rear:	7 feet	Side and rear setbacks vary. Retaining walls extend into the 7-foot setback and require AAS.
Setbacks - Build to Line:	0-10 feet maximum	Townhouses sit at 10 feet from the back of the sidewalk/property line. The 7-unit building sits between 0 to 5 feet of property line.
Impervious Surface:	80% maximum	Parcel B: 65%; Parcel C: 54%; Approximately 16.6% for the entire project

Chapter 5: Density Bonus Program

Chapter 5 provides the incentives to avail of greater floor area or building height than the base limits in exchange for public benefits including affordable housing and open space, with the use of Density Bonus. Section 5.4, Public Benefit Requirements – Mandatory and Elective, breaks down the methodology for the affordable housing and open space requirements. The 86-unit building of the Inneswood Apartments exceeds the base height limit by one floor and shall provide the mandatory affordable housing for the Density Bonus. Section 5.5 provides additional requirements for on-site affordable housing, including the calculation of fractional units. The specific implementation of the affordable housing on site, including type of unit, size and how to memorialize and track the continued use of the apartments as affordable units can be found in IMC 18.21. Compliance to IMC 18.21, where applicable, will be reviewed during the building permit phase.

The Applicant has opted to pay the Density Bonus Fee, at $15 per s.f., to meet the elective portion of the Density Bonus requirements. The required affordable housing and Density Bonus Fee are calculated accordingly:

6th floor GSF: 2,399 s.f.
Mandatory, 33% of total GSF: 792 s.f.
On-site low-income housing required: 20% of 792 s.f. = 158 s.f.
Elective, 67% of total GSF: 1607 s.f.
Density Bonus Fee of $15/s.f. option: $24,105

CIRCULATION Development and Design Standards (Chap. 6 and 12)

Design and Development Standards covering the same subject (i.e. circulation, community space, parking, landscape) are paired together even though the chapters are not sequential.

Chapter 6: Circulation Facilities Development Standards

Chapter 6 provides the appropriate standards to establish design, configuration, and performance of all Circulation Facilities that serve this project including non-motorized routes. The proposed Inneswood Apartments complies with the CIDDS, with conditions. Detailed analysis of project compliance to Chapter 6 can be found in the Design Checklist.

6.1 Intent

The intent of this Chapter is to create a comprehensive Circulation Facility network that:

- Prioritizes nonmotorized users over motorized uses that are safe and convenient.
- Contributes to the Public Realm through well-designed and inviting Movement Zones.
- Provides a variety of facilities that accommodates the multiple functions that occur such as connectivity, recreation, passive use, informal gathering and stormwater.

6.2 General Standards

Existing and New Circulation Facilities (6.2.B)

The Applicant will be required to provide frontage improvements on Newport Way, in accordance with the "Parkway" standards in CIDDS 6.4.H (Newport Way is designated a "Parkway" in Fig. 6A of CIDDS). Parkways are scenic arterials designated to move relatively high traffic volumes at medium speeds. As mentioned in the Background section of this staff report, frontage improvements will also include a roundabout that is part of a city-planned Newport Way Corridor transportation improvement project. The Applicant is required to provide half-street improvements and has opted to build the full width of Newport Way and the roundabout in lieu of paying the Traffic Impact Fees and fulfilling the frontage improvement requirements. Plans and details of the frontage improvements and roundabout are found in sheets C3.01 to C3.03.

To account for speed limit and channelization through the roundabout, the CIDDS Circulation Facility specifications for a Parkway will need to be adjusted. The adjustment in Parkway standards also account for the Pedestrian Crossing Study recommendations for reducing the speed limit of Newport Way to 30 mph. Street lighting will also be provided.

Circulation element	**CIDDS Standard**	**Adjustment required/proposed**
Overall Width	58 – 68 ft.	**Ranges from 70 - 90 feet**
Face of curb to Face of curb	34 – 44 ft.	None (42 ft. proposed)
Travel Lanes	11 ft. each	**10.5 ft. each, 3 travel lanes instead of 2 (2 Southbound & 1 Northbound)**
Bicycle Lanes (2)	5 ft. each	None (5 ft. each)
Parking Lanes	none	**8 on-street spaces**
Medians	none	**At the approach to roundabout, min. of 3 feet**
Center turn lane	10 ft.	**12 ft.**
Planter/Landscape zone	6 ft.	**4 ft. clear** (not including 6 in. curb), where retaining wall is immediately behind the sidewalk
Walkway Type: sidewalk (per CIDDS priorities, 6.2.C.1, sidewalks shall be a min. of 6 ft. wide)	5 ft.	**6 ft.,** to be consistent with CIDDS 6.2.C.1; and **boardwalk** instead of sidewalk over the wetland buffer of the Abossein property frontage

***Newport Way*:**

A. Existing Conditions

The primary vehicular access to the site will be from Newport Way NW which has a single travel and bike lane in each direction (see Figure 3). A pedestrian pathway on the easterly side of Newport Way NW is separated from the vehicular travel lanes by a wide landscape strip (see Fig. 2). Raised sidewalks generally do not exist on Newport Way and no walkway is provided along the project site's street frontage. Multiple power lines and power poles are found along the Inneswood property frontage. These power poles carry cable, telephone and distribution lines, as well as the high-powered transmission lines. The poles will be relocated and the lines will be placed underground except for the high-powered transmission lines.

Fig. 2. Existing conditions along Newport Way, looking south.

Fig. 3. Existing conditions at intersection of Newport Way NW and NW Juniper Street.

Along the project site frontage, one street intersects Newport Way – NW Juniper (see Fig. 3). NW Holly St., which intersects Newport Way further south, is approximately 350 feet south of the Inneswood Apartments 7-unit building (See Fig. 4). There are no sidewalks on the northeast side of this intersection but a crosswalk is provided, to connect the informal walkway on the north side of Holly with the existing sidewalks at the Issaquah Valley Elementary School property frontage. Figure 4 shows fog lines and a crosswalk on Holly on the opposite side of Newport Way from the property. No street trees are present on Newport Way or the intersecting streets.

Fig. 4. Existing conditions at intersection of Newport Way NW and NW Holly Street

B. Required Frontage Improvements for Newport Way

Motorized Facilities

Parkway – Newport Way

The Newport Way half-street improvement required for this project involves shifting the center line of Newport Way to accommodate the required sidewalks, planter strip, center turn lane and bike lane within the right-of-way, curbs and gutters and on-street parking. Frontage improvements also includes street lighting and stormwater facilities and underground utilities. The proposed site plan right-of-way width varies from 90 feet on the north end of Newport Way frontage to 80 feet, narrowing down to 70 feet at the driveway of the 86-unit building, then widening back to 80 feet as it approaches the intersection of Newport Way and Juniper Street, where the new roundabout is to be located (see plans sheets C1.05 – C1.07). The proposal shows street trees at 30-feet on-center except where utility lines are located. The utility line locations will be further evaluated to ensure there are no big gaps in the street tree spacing for the Parkway (see recommended condition for Street Trees). The property line straddling the sidewalk in front of the townhouse units. The sidewalk is required to be completely located in the public right-of-way; therefore, the project will be required to dedicate a portion of the frontage to the City to provide adequate width for all the Parkway elements in the right-of-way. Retaining walls are required along the northern end of the property for the road improvements, due to the steep slopes abutting the right-of-way. Along the southerly portion of the wall construction, additional right-of-way will be required. The retaining walls will be maintained by the City as part of the right-of-way maintenance. Stormwater runoff from Newport Way will be treated through the proposed raingardens and the detention vault under construction in the Abossein property.

[Condition 2] ***The Applicant shall dedicate property frontage for public sidewalks and retaining walls along Newport Way.***

[Condition 3] ***Existing power poles shall be relocated and telephone, cable and distribution lines shall be undergrounded.***

[Condition 4] ***Street trees for Newport Way shall be Zelkova 'Green Vase', planted at 20 – 25 ft. on-center. To the extent feasible, the Applicant shall work with PSE to move the high-powered transmission lines at a height to clear the mature height of the trees.***

Roundabout – Newport Way and Juniper Street

The design of the roundabout was based on the City's 30% construction drawings. The City's Public Works Engineering staff has provided input in the design of the roundabout and a third party consultant familiar with the CIDDS was used during the review of the proposed design. Review of the roundabout to date focused on the application of design principles for Circulation Facilities found in the CIDDS, including pedestrian-friendly features, intuitive wayfinding and reduction of pavement. The proposed landscaping and location of crosswalks is acceptable at this level of review.

The roundabout is designed with pedestrian refuges where crosswalks are provided. The refuges are proposed to be landscaped. The roundabout center space will be provided with a driving pad to accommodate wider turns of fire trucks and maintenance vehicles. This area will be provided with special paving so that it reads as part of the central landscaped planter area.

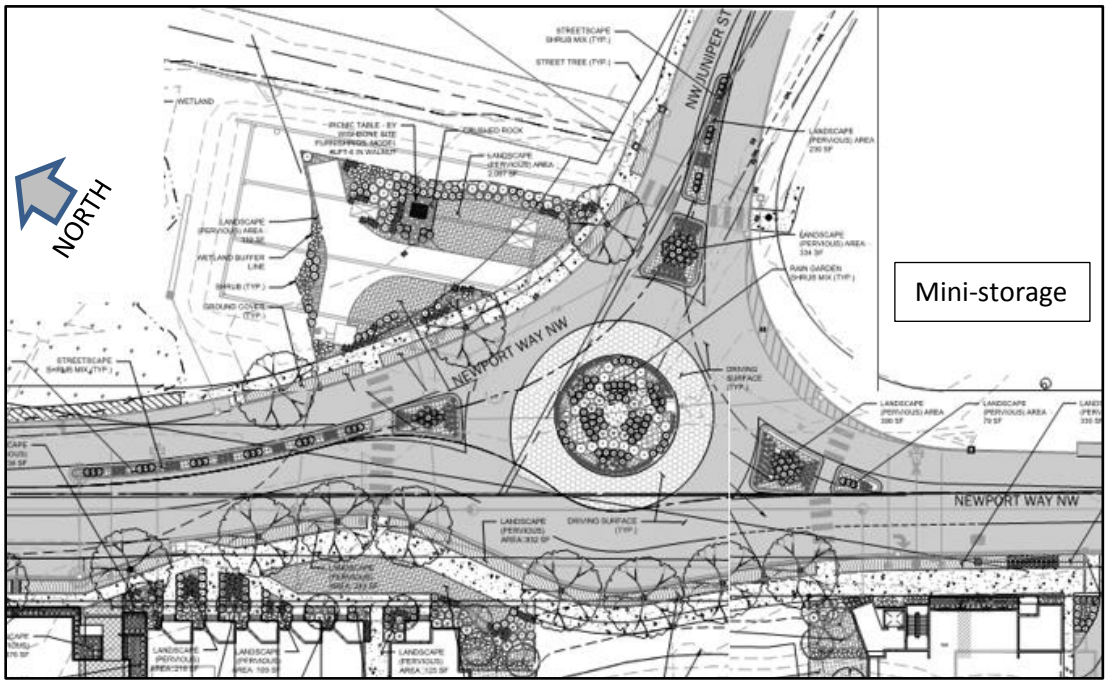

Fig. 5. Roundabout and Detention Vault with landscape proposed

Non-motorized Facilities

Issaquah Valley Elementary School is two blocks south of this roundabout and a safe route for children walking to school must be provided. The new residents of the Inneswood Apartments will benefit from having safe and

continuous sidewalks from their residence to the school, as well as to other destinations within a 10-minute walk of the apartments (A 10-minute walk was used as a comfortable walking distance, with the Issaquah Commons shopping center and the Issaquah Valley Elementary School as the farthest destinations. Most studies on walkability use 15-minutes as a typical measure). New sidewalks will be provided along the entire frontage of the project site, and will connect to existing pedestrian paths on both sides of Newport Way. To accommodate new sidewalks along the north end of the property frontage, new retaining walls are required, at heights between 12 to 15 feet (see sheet C3.01).

[Condition 5] ***The required trail through the Tract B shall be a minimum of 3 ft. wide and limited to a soft-surface material, to be field-fit without excavation, to minimize impact to existing trees. A 4-foot wide public access easement shall be provided for the entire length of the trail.***

[Condition 6] ***Retaining walls along the Newport Way right-of-way shall be terraced where right-of-way width is adequate. The wall abutting the sidewalk shall be no greater than 4 feet. Additional retaining walls shall be setback a minimum of 4 feet from the face of the 4-foot retaining wall and softened with a combination of climbing vines, columnar trees and large shrubs.***

Chapter 12: Circulation Design

The purpose of the Circulation Design Standards is to prioritize non-motorized users and to emphasize the role of Circulation Facilities in achieving the goal of Public Space. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions. Detailed analysis of project compliance to Chapter 12 can be found in the Design Checklist.

The proposed Circulation Design for the Inneswood Apartments project complies with the CIDDS at this phase of review, with conditions. Please refer to the CIDDS checklist for the comprehensive staff analysis. Items that require conditions are discussed below.

General Standards

Visual Cues (Section 12.2.C, related sections, 11.2.H)

The building public entries are enhanced with extended canopies and openness through landscape planters and the large lobby windows. The private entrances are differentiated from these public entries by providing a porch for the townhouses, or designing the ground floor residential unit of the 7-unit building with a smaller window to balance privacy with pedestrian activation at the street level. It is not clear if the lobby door of the 7-unit building is glass or a solid door, so the CIDDS checklist included a construction condition requiring this lobby door to be glass.

The proposed walkways in front of the townhouses at the northern half of the large building are shown to extend into the right-of-way and connect to the wider multi-use trail that runs parallel to Newport Way. The landscape yards of the townhouses also extend out into the right-of-way. There should be a clear delineation of the private yard from the public right-of-way where public access is allowed. The proposed landscape design privatizes the landscape area of the right-of-way. The sidewalk and planter area can be reconfigured to better define the public zone and private zone by introducing a separate private walkway to serve the residential entries, with special paving that is coordinated with the design of the residential porches and landscape yards (See Fig. 6. Public and Private Pedestrian zones).

[Condition 7] ***Redesign the walkways and front yards of the townhouses, as illustrated in the staff report. The landscape scheme of the right-of-way shall read as part of the Newport Way "greenway". The "private zone" shall be differentiated from the "public zone" by providing a 5-foot wide private walkway with special paving as the boundary for the two zones.***

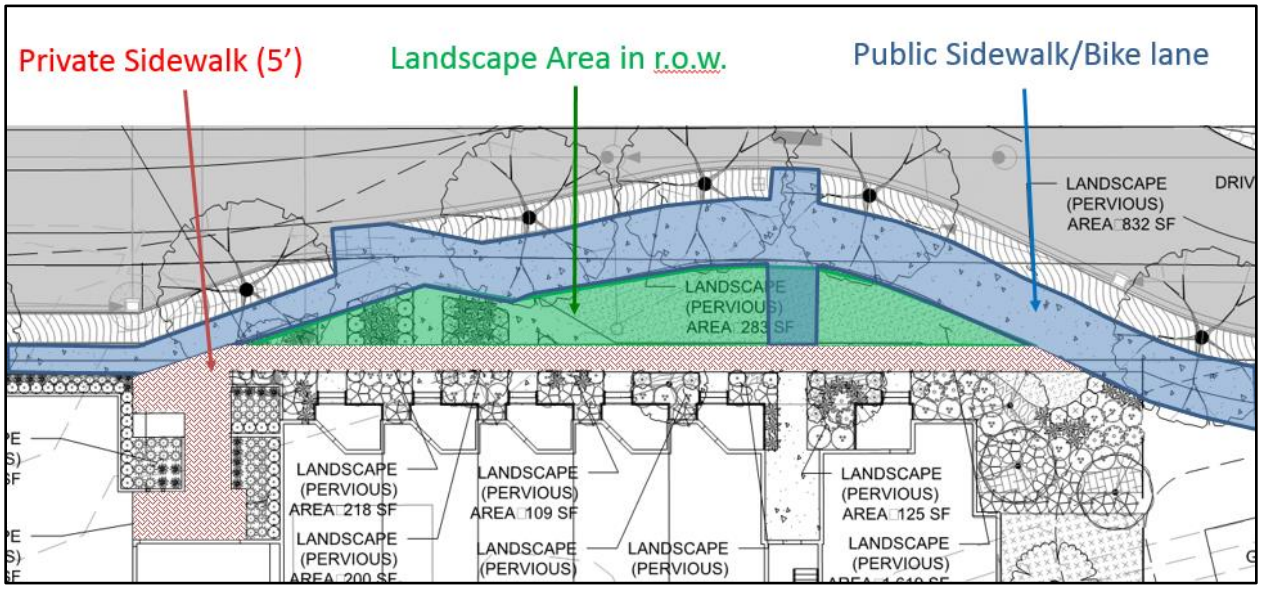

Fig. 6. Public and Private Pedestrian zones

The Abossein driveway curb cut is oriented such that the vehicle travel lane from the roundabout leads straight to the driveway. Therefore, the maintenance vehicle access can be confused for a roadway (Other related discussion on the Abossein landscape design can be found in the Landscape section of this staff report.).

[Condition 8] ***The curb cut for the Abossein vault and open space shall be differentiated from the roundabout paving, provided with a pedestrian-passable barrier, such as bollards, and clearly signed, to prevent cars traveling on Newport Way from mistaking this to be the continuation of the Newport Way roadway.***

Minimize Driveways (CIDDS 12.3.D)

The proposed curb cut for the two driveways are shown at 24 feet. The wider opening is designed to accommodate the fire truck access to the larger building. The fire truck is not expected to enter the site of the 7-unit building. The CIDDS standard is 20 feet wide. To accommodate larger turning radius required for fire trucks, the CIDDS specifies the use of rolled curb and a stripe to be added behind the sidewalk. Furthermore, sidewalks that cross driveways are required to maintain the same grade. The plans show the curb cut for the driveway at road grade. Given the multiple design requirements, the sloped grade of the driveway and the on-street parking proposed for Newport Way, the details for integrating all these design requirements will be worked out at construction permit.

[Condition 9] ***Sidewalk shall stay at a consistent grade when crossing driveways and shall be constructed per Street Standard T-06A, Urban Driveway Standard.***

[Condition 10] ***The driveway width shall be reduced to 20 feet with concrete wings and rolled curbs to accommodate the required turning radius for garbage trucks and fire trucks. For the 7-unit building, the driveway curb cut shall be minimized to 20 feet.***

Connection to Surrounding Facilities (Section 12.5.B)

The developable area of this site is shallow and no internal streets are provided. Walkways and stairs in the interior of the lot serving the buildings connect to the sidewalks on Newport Way. The proposed sidewalks and crosswalks

in the roundabout will improve the pedestrian connections on Newport Way. The new raised and separated sidewalks will be safer for pedestrians than the existing at-grade pedestrian paths on Newport Way today.

Pedestrian crosswalks will be provided as part of the roundabout (see Fig. 5. Roundabout and Detention Vault with landscape proposed). Across from the Inneswood property, a boardwalk will be provided at the Abossein property to provide pedestrian connection through the wetland buffer and connect to the existing walkway on the King County Library property. At the southeast corner, where a mini-storage building is located, the sidewalks are at-grade asphalt and delineated with a fog line along the east side of Newport Way. There is an existing swale running along the corner of the mini-storage property (see Fig. 7, Existing walkways and future sidewalk for mini-storage site). There is an existing wide walkway running east-west from the crosswalk at Newport Way to the facility that is further setback from Juniper and avoids the swale at the north side of the property.

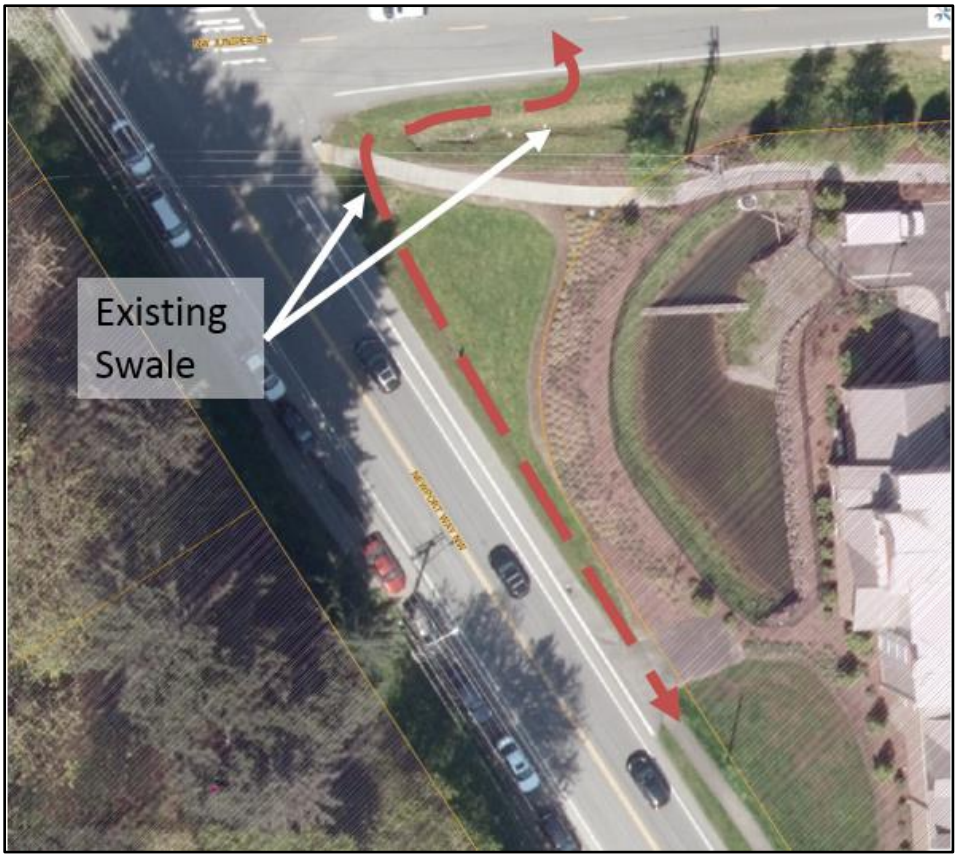

Fig. 7, Existing walkways and future sidewalk for mini-storage site (red dashed arrows)

[Condition 11] ***Safe pedestrian facilities shall connect from the Inneswood Apartments to the existing pedestrian paths serving Issaquah Valley Elementary School, the Target Store and Issaquah Commons shopping center, and other future civic destinations, if known.***

- ***a. The boardwalk proposed at the Abossein property shall connect to the existing paved walkway to the north and the new sidewalk and crosswalk of the roundabout. The boardwalk shall have a 6-foot wide cleared pedestrian passage. If railings are required, railings shall be installed outside of the 6-foot width.***
- ***b. A paved pedestrian walkway shall be provided from the roundabout crosswalks along the mini-storage to connect to the existing walkways southeast, along Newport Way. Where the existing swale conflicts with the location of the new sidewalk, the width and location of the walkway may be adjusted.***

COMMUNITY SPACE Development and Design Standards (Chap. 7 and 13)

Design and Development Standards covering the same subject (i.e. circulation, community space, parking, landscape) are paired together even though the chapters are not sequential.

Chapter 7: Community Space Development Standards

Chapter 7 provides the standards to show how building design and Community Space are connected and related, that the site makes a positive contribution to the Public Realm, and that significant Community Space is located within or adjacent to the District. The proposed Circulation Design for the Inneswood Apartments project complies with the CIDDS at this phase of review, with conditions. Detailed analysis of project compliance to Chapter 7 can be found in the Design Checklist.

General Description of Proposal:

No Significant Community Spaces (Neighborhood Parks, Significant Plazas, Shared Use Routes) are identified on this property so only Required Community Spaces, associated with the residential use, are required. The Inneswood Apartments provide a combination of outdoor spaces for individual residential units and communal outdoor spaces, including patios in the rear of the buildings, and a central open space at the main entrance of the 86-unit building. Across the site, a stormwater detention vault is designed as a small picnic area for the existing wetland (See Landscape plan, Sheet L2.02).

Required Community Space (CIDDS 7.3)

The Inneswood Apartments will provide individual balconies for each residential unit to meet the required community space of 48 s.f. of private usable outdoor space per unit. On-site amenity, which is required for multifamily developments with more than 22 units, will be met through any of the communal facilities provided, including the outdoor central open space at Newport Way and the indoor community room at approximately 800 s.f. A min. of 400 s.f. of on-site amenity is required. For detailed calculations of how the project meets the community space requirement, please see the CIDDS checklist.

Green Necklace

The intent of the “Green Necklace” is to provide an array of green elements including parks, riparian corridors, tree-lined streets, multi-use trails and Through Block Passages. The most dominant green element on site is the steep slopes and tree protection area (Tract B). A Through Block Passage, in the form of a soft-surface trail through the wooded area, provides pedestrian connection from Newport Way to the single-family residential neighborhood above (Inneswood Estates subdivision). The trail is required to connect to the sidewalk of Inneswood Estates, and will be site-located with consideration of existing trees while ensuring the slopes are not too steep for hiking. Other elements of the Green Necklace provided with this project include the Newport Way Parkway (Green Street) with a combination sidewalk and bike lane, raingardens and street trees; the wetland buffer plantings in the Abossein parcel (required as part of the stormwater detention vault project), the steep slope buffer and tree protection tract, and private community open spaces for the residents (see Fig. 8, Green Necklace Elements provided with the Inneswood Apartments project). The steep slopes on the property is part of the Squak Mountain hillside. Figure 8.B shows how the Green Necklace elements frame the street and the Squak Mountain hillside on-site is the dominant green feature in the background.

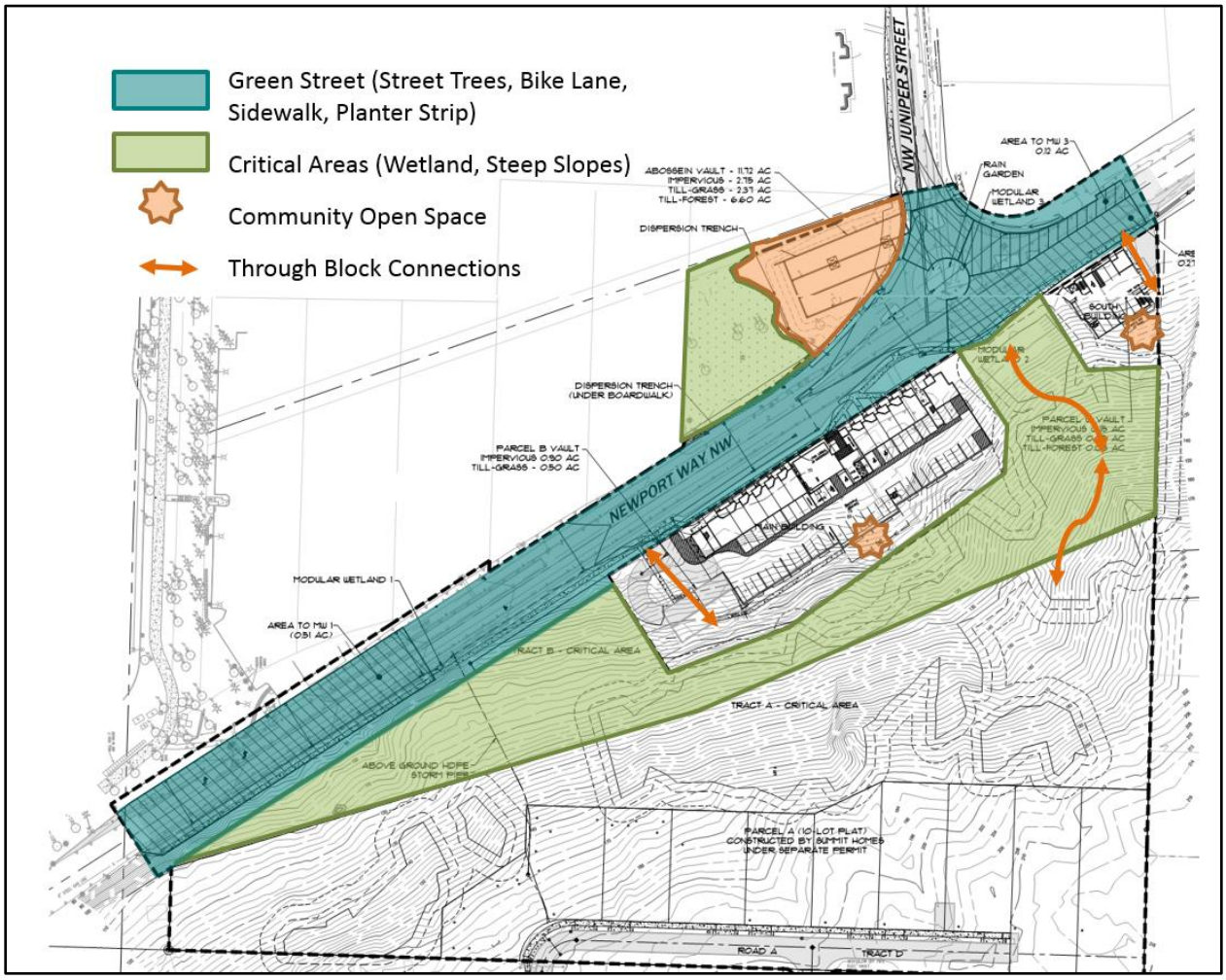

Fig. 8.A Green Necklace Elements provided with the Inneswood Apartments project

Fig. 8.B Green Necklace Elements visible from Newport Way

Chapter 13: Community Space Design Standards

The intent statement for Community Space Design standards stress the multi-functionality of these spaces and emphasize their recreational value while also contributing to the creation of a pedestrian-friendly public realm. The spaces must invite community use, and adjacent buildings must be designed to frame these spaces and contribute to activating them.

Variety (CIDDS 13.2.A)

Variety of community spaces can be defined as appealing to various age groups, providing both active and passive recreation, activities that encourage informal gathering and solitary relaxation, and both public and private spaces. The community spaces provided in the 86-unit building include a street level plaza, a community room with access to an outdoor patio and exercise room at the third floor. No details are provided for the community room activities and the plaza. The 7-unit building has a small patio in the rear. Each individual residential unit is also provided with balconies. These patios and the central plaza are all private spaces that can be used for informal gathering and solitary relaxation. The activities are primarily passive recreation. Active recreation is provided with a trail provided through the steep slopes to allow community residents to enjoy the natural area. This will be a publicly-accessible trail that will be maintained privately. The plaza in the center of the 86-unit building will be required to provide a variety of amenities to serve children and adults, and consider both active and passive activities.

The Abossein parcel is currently shown with a picnic table and a lawn; implying passive activities are intended for this space. The programming of the space also shows on orientation towards the lawn area next to the roundabout, instead of the wetland, which will be enhanced as part of the Inneswood Estates short plat The proposed amenities do not fully take advantage of the existing natural areas and the context of the neighborhood. A block east of the parcel is an existing pea patch that is very popular to the community. There is a waiting list of interested gardeners for this pea patch. CIDDS 7.2.B.4 mentions community gardens, along with non-motorized routes and parks as community spaces "required to support future residential development". Community gardens are also popular among older adults and would provide an amenity that meets CIDDS 13.2.A requirement for providing community spaces. While a community garden is not identified as a required Significant Community Space in Fig. 7B of the CIDDS, it is considered an important enough amenity for residential developments that warranted including in the CIDDS as a General Standard for the Green Necklace. It is especially an appropriate consideration for the Abossein parcel, given the existing context of the area, including the popularity of the existing community garden a block away, and provide a variety of community spaces that serve all ages. The Inneswood Apartments should plan the Abossein parcel for a future pea patch for its residents. As conditioned below, a wetland overlook, along with a pea patch, will provide a variety of community spaces, both passive and active, that will appeal to different age groups and types of residents. Additionally, a construction condition included in the CIDDS checklist will require pet waste collection stations to be provided on site and along the sidewalk of Newport Way.

> [Condition 12] ***The plaza in the center of the 86-unit building shall be designed as an urban gathering space with nature-themed play equipment or sculptural elements that can be used by young children for play while also providing parklike amenities for senior and adult residents.***
>
> [Condition 13] ***To provide meaningful recreational options for different age groups and meet a variety of interests for recreation in the community, the Applicant is strongly encouraged to plan the Abossein open space to accommodate a community garden for its residents in the future.***

Community spaces are also required to be multi-functional and to make the most of every square foot, and accommodate flexible programming and activities. Examples of multi-functional design are listed under CIDDS 11.2.J and includes use of planter strips in circulation facilities as bioswales, and raised utility vaults as opportunity

for playscape. Similar to these two examples, the Inneswood Apartments is proposing to design the Abossein parcel as a useable open space. However, the design of the detention vault, with the y-shaped maintenance vehicle drive, dominates the site (see Fig.9). The stormwater in the detention vault outfall drains into the wetland, which will be enhanced as a mitigation for stormwater use of the site. The enhanced wetland adds to the Green Necklace and passive outdoor space elements of the neighborhood.

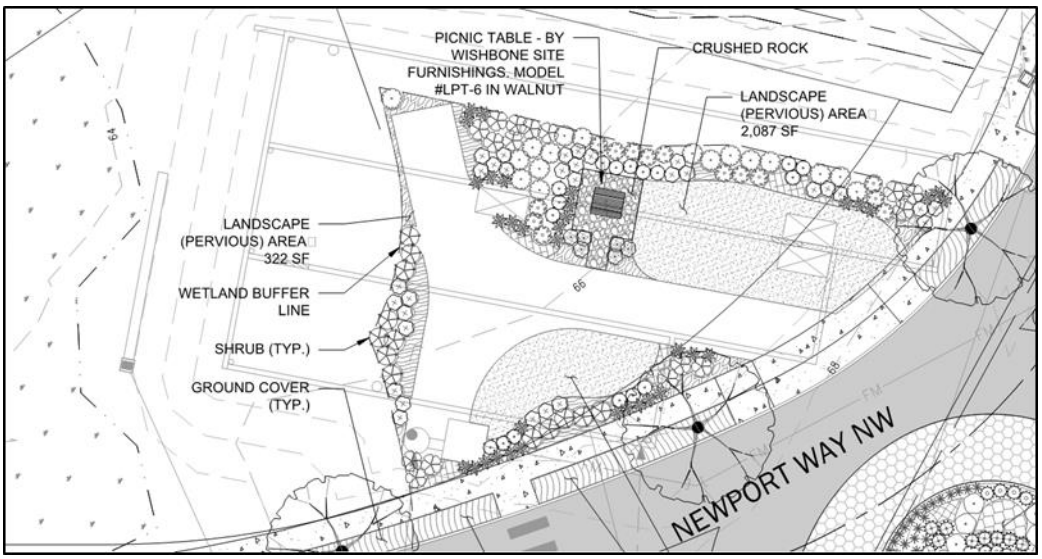

Fig. 9. Proposed community space for the Abossein Parcel

Integration (CIDDS 13.2.B, other related standards: CIDDS 16.2.S and 11.2.J)

The main community space at the center of the 86-unit building is framed on 3 sides by the residential building and along the Newport Way side by a low planter wall. The design of this space has not been determined and shall require further review for compliance with the CIDDS. Particular note should be given to CIDDS 13.2B.4, which states that the function of the Community Space "should not feel empty, barren or too big when not in use." Blank walls can contribute to the "barren" feel of the space, so special treatment of the walls, to complement the programming of this space, should be further evaluated.

The Abossein parcel integrates a stormwater detention vault and the wetland buffer with recreational space (see Fig. 9, Proposed community space for the Abossein Parcel). However, the paved area has a distinct edge contrary to CIDDS 13.2.B.2.b. The revised configuration (see Fig. 10, Redesign Community Space in the Abossein Parcel) illustrates how the space can be used for many things, and masks the presence of the vault maintenance access with the plaza paving, thus integrating it into community space elements.

[Condition 14] ***The Abossein open space shall be designed so that the maintenance vehicle driveway is integrated into a plaza designed as an activity area with a wetland overlook, such as illustrated in the Staff Report Figure 10.***

[Condition 15] ***The central open space of Parcel B shall be designed to comply with CIDDS 13.5. and the planter bordering the property line shall be designed as a pedestrian amenity, by incorporating seatwalls and pedestrian-scale lighting.***

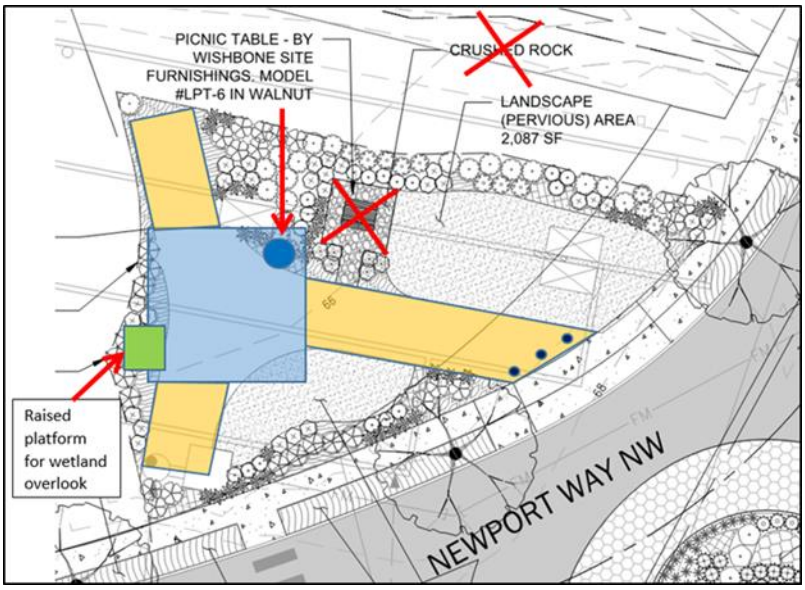

Fig. 10. Redesign Community Space in the Abossein Parcel

Connect with Nature (CIDDS 13.3)

The steep slopes and tree protection tract wraps around the western perimeter of the two residential buildings while the landscape areas and street trees along Newport Way softens the pavement and moderates the building height within the public realm. A soft-surface trail through this natural area allows the public and residents access to nature. The Abossein parcel, which has a wetland and wetland buffer area, provides recreational use to the outer portion of the parcel. A picnic table is provided and a boardwalk along Newport Way in lieu of a sidewalk affords close interaction with nature for the community. The trail and the picnic area on the Abossein property will be publicly accessible but people in the community may not realize this, unless wayfinding signage is provided. CIDDS 13.3.B mentions the need for clear and intuitive wayfinding to communicate how residents can access the Green Necklace and adjacent natural areas.

> [Condition 16] ***Off-site and on-site wayfinding signs shall be provided so residents are made aware of new public amenities, namely, the trail through Tract B and the Abossein open space, that are available in their community. The signs may also include existing community destinations.***

Playscape (CIDDS 13.4) and Plaza (CIDDS 13.5)

The central open space of the 86-unit building has not been defined but will likely include a plaza. The design standards for a plaza shall apply to the plaza. Given the likelihood that there will be children living in or certainly visiting the apartment buildings, the Applicant is strongly encouraged to integrate a play into the area of the central open space of the 86-unit building, such as nature-based activities. The space is ideal for a multi-generational play area where adults can congregate while young children can play in a safe, enclosed space (see Fig. 11 A and B).

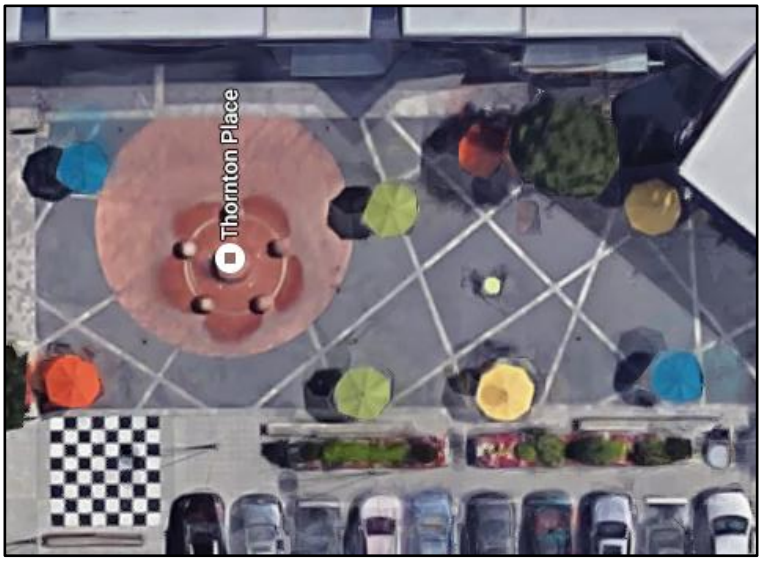

Fig. 11 A and B. Example of a plaza with a large chessboard for adults (bottom left) and integrated with outdoor seating and a fountain/splash park

PARKING Development and Design Standards (Chap. 8 and 15)

The intent of the parking chapters is to establish parking standards based on urban rather than suburban densities that support a pedestrian-friendly environment and attractive urban design. The proposed Parking scheme for the Inneswood Apartments complies with the CIDDS Chapters 8 and 15 at this phase of review, with conditions. Detailed analysis of project compliance to Chapters 8 and 15 can be found in the Design Checklist.

General Description of Proposal:

Parking for the Inneswood Apartments, which comply with the CIDDS requirements, is exclusively provided in enclosed garages, including vehicular, bicycle, motorcycle, electric vehicles. Eight on-street visitor parking spaces are provided along Newport Way. Bike parking for visitors and temporary use are also provided near the main entrance of each building (See Fig.12.A Garage wall treatment of 7-unit building).

Fig.12.A. Garage wall treatment of 7-unit building

Consistent with the Parking Design Standards, the parking presence is minimized by using structured parking located behind street facing residences. The structured parking is tucked into the hillside on 3 sides. The garage wall of the 7-unit building that is closest to Newport Way is recessed and provided with a decorative grill. Planters and bike racks fill the space between the public sidewalk and the garage wall, to further hide the wall from pedestrian view. The garage opening of the 86-unit building that is visible in the elevation drawings (see Fig. 12.B., Garage wall treatment of 86-unit building) may or may not be visible from Newport Way depending on how the plaza is designed (see additional discussion of this garage opening under "Blank Walls"). No surface parking is proposed. Both buildings use a single driveway cut and place the garage entries perpendicular to Newport Way, again minimizing the presence of the garages. The larger building provides a secure bike storage facility, which is convenient for resident use.

Fig.12.B Garage wall treatment of 86-unit building

LANDSCAPE Development and Design Standards (Chap. 10 and 16)

The proposed Landscape Design for the Inneswood Apartments project complies with the CIDDS at this phase of review, with conditions. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions. Detailed analysis of project compliance to Chapters 10 and 16 can be found in the Design Checklist.

General Description of Proposal:

Landscaping is proposed to soften the paved areas in the public realm and serve as transitions, from public spaces to semi-private areas, and from the built portion of the site to the more natural areas at the foot of Squak Mountain. Equal attention is given to the landscaping in the right-of-way as in the private community spaces. The planting plan in the Newport Way right-of-way and the Abossein parcel has been reviewed by the City's Public Works Operations and Parks Department, to ensure ease of maintenance and survivability within a vehicular corridor. Accent plantings are incorporated into the planting palette and proposed to be arranged to add visual interest to the landscape design through the incorporation of color, seasonal character and texture variety.

Key landscape elements include the natural areas of the hillside, the central entry plaza, the Abossein wetland and passive community space, and the Newport Way Parkway landscape. The proposed landscape plan contains a high number of ornamental and native trees (see sheets L2.03 and L2.04). The central landscape area of the roundabout is a focal point and potential gateway feature that needs additional review, to ensure that the

raingarden at the center is designed to serve as a signature landscape element for the Newport Way corridor. Within the proposed roundabout landscape areas, no trees are proposed; however, the center landscape area must not preclude the possibility of planting of trees as a gateway element for the Gilman district of Central Issaquah or accommodating other elements because of its use to address stormwater. That is, it is possible that the use of this area for a rain garden will interfere too significantly with a signature tree or artwork which will aid in intuitive wayfinding as anticipated in Chap. 11. A green wall will be provided along the portion of the Newport Way streetscape where the retaining walls are abutting the sidewalk. The retaining walls at the west edge of the buildings will also be planted with vines to soften the visual effect.

Chapter 10: Landscape Development Standards

Chapter 10 provides landscaping standards with the intent to draw nature into the developing urban community, adding green elements to soften the urban form, and create a livable, verdant, attractive Public Realm that restores nature and human activity and contributes to the success and establishment of the Green Necklace.

The proposed Inneswood Apartments project complies with the Landscape Development Standards at this phase of review. Detailed analysis of project compliance to Chapter 10 can be found in the Design Checklist.

Street Trees (CIDDS 10.4.A)

The Landscape Plan sheet L2.01 and L2.02 shows street trees in front of the larger building but none for the 7-unit building's street frontage. Street trees are also shown spaced unevenly, with large gaps where the Applicant is showing underground utility lines. Along this section of Newport Way, there are existing overhead cable, telephone and power lines that will need to be considered with placement and size of trees. As part of the frontage improvements, the cable, telephone and minor power lines will be relocated underground but the main transmission lines will have to remain. These are the ones that are at the highest level, so medium sized trees are the most appropriate for Newport Way. In consideration of site constraints, the street tree species designated for Newport Way by the Parks Dept. is the Zelkova 'Green Vase'. The street trees (Zelkova 'Green Vase') was chosen to establish a consistent look for the whole stretch of the Newport Way corridor. The Zelkovas allow a lush canopy while allowing distant views of the mountains through the semi-transparent foliage.

> [Condition 17]: ***Street tree locations and spacing shall be coordinated with sidewalks, utility lines and overhead powerlines. Continuous row of street trees must be maintained and spacing shall be consistent to the fullest extent possible. Location of utility lines shall be adjusted to maintain a continuous canopy of street trees on Newport Way.***

Chapter 16: Landscape: General Standards and Guidelines

The purpose of the Landscape Design Standards is to provide a variety of green elements to implement the Green Necklace, soften the built environment with landscape, integrate development with the natural environment, and use landscape as screening where necessary. Detailed analysis of project compliance to Chapter 16 can be found in the Design Checklist. The following summarizes compliance, or where appropriate, the basis for Land Use or Construction Conditions.

Integrate with surrounding context (Section 16.2.A, B, M, and Related standards 12.6.D, 13.2.B)

The landscape plan shows vegetation along the front yard of the townhouses and predominantly deciduous trees planted between the retaining walls along the west property lines and the critical area buffer of the steep slopes. A

higher percentage of native coniferous trees will be required for the western side of the site, where the steep slopes abut the building patios and retaining walls. The landscape scheme for the roundabout shows the median strips planted with small shrubs, grasses, and groundcover. The center of the roundabout is proposed as a raingarden. The landscape scheme at the transition between the townhouse units and the roundabout need further definition and refinement. The planting scheme currently shows the townhouse front yards extending into the right-of-way landscape. The sidewalk and walkways will be revised according to the conditions mentioned in this staff report, and the planter areas will need to be re-configured to clearly delineate the public from the private landscaped areas (see page 14). The Abossein parcel shows a small area planted with shrubs and groundcover and a lawn at the corner closest to the road edge. The maintenance vehicle driveway paving dominates the open space that is meant for passive recreation. (see 13.2.B for discussion of the Abossein parcel and related landscape condition)

> [Condition 18]: ***The planting scheme for the area between the Inneswood property line and the Newport Way sidewalk shall be designed to provide as a transition from private to public space. The planting scheme shall be consistent in character with the roundabout landscape and distinct from the planting scheme for the private porches.***
>
> [Condition 19] ***Replace the deciduous trees with more native evergreen conifers along the western edge of the property.***

SITE DESIGN Development and Design Standards (Chapter 11)

Chapter 11 establishes site design standards that orient development so that it "defines the Public Realm, acknowledges the natural environment and improves the pedestrian experience". Site design should consider how to create a project that is "memorable, identifiable, livable and comprehensible."

The proposed Inneswood Apartments project complies with the Site Design Standards at this phase of review, with conditions. Detailed analysis of project compliance to Chapter 11 can be found in the Design Checklist (See Attachment 2). Since this chapter is meant to unify and integrate the various elements of Circulation Facilities, Landscape and Community Space into a cohesive site plan, most of the standards under this chapter has already been discussed in the previous CIDDS chapters above.

General Description of Proposal:

The Site Design for the Inneswood Apartments responds to the existing steep slopes of Squak Mountain along the west half of the property and Newport Way edge along the east. The west side is predominantly open space and natural, while the buildings are set close to the street right-of-way (see sheet C1.06). The residential units face east and west, with views of the hillside or rooftop or treetop views of Central Issaquah and distant views of Tiger Mountain and Issaquah Highlands (see Fig. 13, Aerial View of Site Vicinity) As mentioned in previous chapters, the pedestrian amenities are concentrated along the Newport Way right-of-way, while pervious and vegetated areas wrap around the buildings. Each building is provided with its own driveway access from Newport Way. The buildings are provided with multiple entries that are directly accessible from the sidewalk on Newport Way and the parking is consolidated into a two-level garage, accommodating a large amount of parking in a more compact building footprint.

Fig. 13. Aerial View of Site Vicinity

Existing Features & Context (CIDDS 11.2.F)
To respond to topography, the 86-unit building's garage is tucked under the building and the hillside with a retaining wall. To screen the two-level garage, the ground level closest to Newport Way is lined with townhouses. The effect is a two-layered building with small-scale architecture closest to Newport Way and the larger mass of the building setback behind the townhouses where the ground rises up from 20 feet on site to 100 feet at the top of the slope in the adjacent parcels. Existing steep slopes and the wetland across Newport Way on the Abossein property are integrated into the design of the public realm and the community spaces.

Views and Vistas (11.2.G, related to 14.2.C)
The CIDDS require development to preserve views of forested hillsides of Squak, Tiger and Cougar Mountain. The Inneswood Apartments steep slopes is part of the hillside of Squak Mountain. The axial view of Newport Way heading south is defined by Tiger Mountain (see Fig.3, Existing Conditions on Newport Way, looking south) while the hillside of the Inneswood Apartments serve as the terminus of Juniper Street (see Fig. 14, Existing Axial View of Juniper Street). This view of the green hillside will largely remain except for the foreground, which will include a new roundabout at the intersection of Juniper and Newport Way, and a view of the corner of the 6-story residential building which will eventually be screened by the canopy of street trees, as they mature (Applicant will provide illustration at the Public Hearing). The "finger" of Squak Mountain's steep slope on-site that extends to Newport Way ensures a strong presence of the forested hillside at this intersection. The current view of Tiger Mountain from southbound Newport Way will remain unchanged.

Fig. 14, Existing Axial View of Juniper Street

Multi-functionality (CIDDS 11.2.J, Related standards: CIDDS 12.2.C and E, 11.3.D, 14.2.C.2)

Throughout the CIDDS an expectation of multi-functionality is established: 7.1.G identifies that one of the intents of community spaces is multi-functionality; 11.2.J describes numerous ways to efficiently make the most of the site through multi-functionality; 12.2.E describes it in association with Circulation facilities; 13.2.A.2 requires it of Community Spaces whether required or encourage. The use of the Abossein Parcel is a great opportunity to apply this principle through the stormwater vault and its maintenance access, which can be integrated into a project community space. As discussed earlier, the design proposed for the Abossein Parcel does not fully take advantage of the context and should be redesigned in order to fully make use of the surface of the detention vault as a useable community space that is attractive and conducive for social gathering (See Site Design discussion of "Variety" and "Integration".

Community Space and Design (CIDDS 11.3.D, Related standard: CIDDS 14.2.C.2)

This standard addresses design details including appropriate context for the various types of community spaces. While the Inneswood Apartments project demonstrated how it meets the required private residential Community Spaces and On-site Amenity, the CIDDS Chapter 11 recognizes that there is a list of "do's" and "don'ts". Among the prohibited items are outdoor spaces separated by grade changes or visual barriers, that would cause the space to feel unsafe; left-over green spaces seating area that are hidden, secluded, dark or unsecured spaces behind or to the side of buildings; and seating areas along high vehicle traffic areas. The proposed patios and barbecue area at the rear of the two buildings are wedged between the hillside and the building (see Fig. 15). These spaces will not receive any sunlight for most of the year and the access route from Newport Way is secluded and not easily monitored from the residential units. The primary purpose of the access stairs is for fire fighters to get up to the rear of the building since the fire truck cannot drive up behind the site due to the steep grade. The applicant's effort to use this as an amenity for the resident is worth recognizing; however, the safety concerns and the unpleasantness of the outdoor space may render the space unused for most of the time. If artificial lighting is introduced and the retaining walls are reduced in height, these spaces can become more inviting and comfortable.

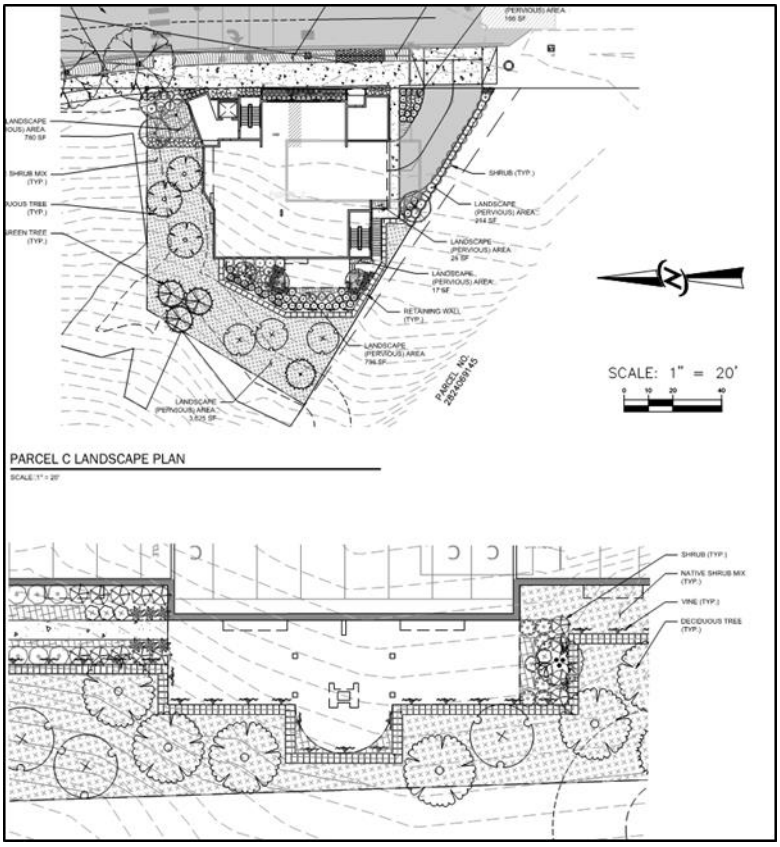

Fig. 15. Patio spaces proposed along the west property line, between the hillside and the buildings

[Condition 20] ***Retaining walls over 4 feet that are adjacent to the patios of the buildings shall be terraced where there is room and terracing can be done outside of the steep slope buffer.***

Pedestrian-scale exterior lighting shall be provided for the walkways to the patios to ensure pedestrian safety and that the gathering spaces are comfortable and pleasant.

Build-to-Line, Minimum Building Frontage and Alternative Building Frontage (CIDDS 11.3.F., G, J)
For the 86-unit building, the townhouse porches are recessed and planters are used in a rhythmic sequence to create the build-to-line variation. The center of the building is also broken up by the plaza and main building entry canopy. The plaza creates the "void" that provides relief from the line of townhouses (see sheet L2.01). For the 7-unit building, the building entry is off-set at an angle from the property line. The corners of the building are extended close to the sidewalk while the middle section is recessed where the garage wall is located (see Fig. 16, red outline shows modulation at Build-to-Line of 7-unit building).

Parcel B (86-unit building) has a street frontage length of 437.83 ft. The portion of the building that is at the build-to-line is approx. 300 ft. or 68.5% of the lot frontage. Parcel C (7-unit building) has a lot frontage length of approx.143 ft. The portion of the building at the build-to-line is 83.7 ft. or 58.5%. The minimum length of the building that is required to be at the build to line, at 60%, is approx. 85.8 ft.

[Condition 21] ***Additional building or vertical element along the street frontage of the 7-unit shall be provided using options identified in CIDDS 11.3.I or 11.3.J.***

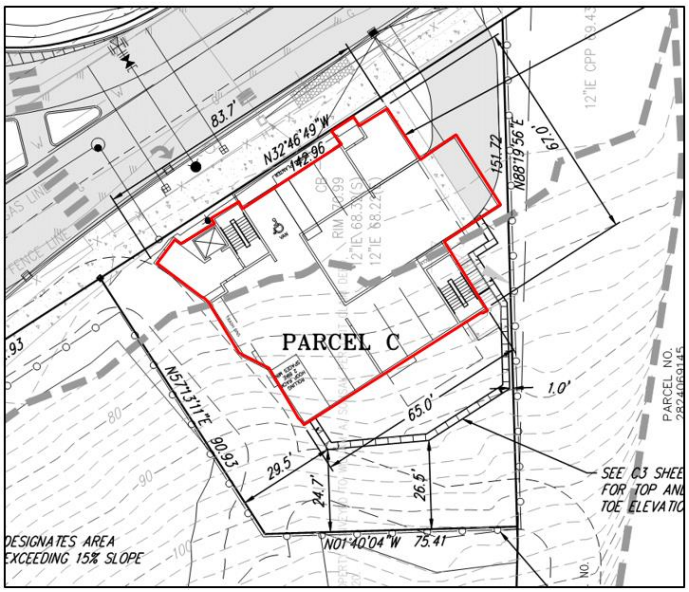

Fig. 16. 7-unit Building Build-to-Line

Chapter 14: Buildings

Chapter 14 establishes building design standards that create a vibrant, Pedestrian Friendly, built environment through buildings designed to frame and engage the Public Realm. The proposed Inneswood Apartments project complies with the Buildings standards at this phase of review, with conditions. Detailed analysis of project compliance to Chapter 14 can be found in the CIDDS Checklist (see Attachment 2).

The architecture design for the two apartment buildings complies with the CIDDS and will not be discussed in detail in this report. The perspective drawings are provided here to provide a visual representation of the

proposed character of the buildings in relation to the public realm, the building mass and articulation and the color palette proposed.

The proposed buildings are compliant at this level of review by establishing a strong yet interesting streetwall that engages with the Public Realm through the provision of individual porches and entries of individual residences fronting on Newport Way. Consistent with the CIDDS standards for Mass and Design (14.3), there is a clear base to each building, a middle with color changes above the third story, and a top with a different color as well as a roof form that caps the buildings. The larger building is broken into a series of small buildings by expressing the corner as two distinct tower elements and breaking the length of the building with a recessed "middle tower" element. Other methods for breaking the mass include the application of colors, recessing balconies and changing the roof heights for every two bays (see Fig. 17). The 7-unit building carries the same architectonic language, but with more randomized treatment of color and heights of bays (see Fig. 18).

Fig. 17. Façade Modulation and Articulation of 86-unit building

Fig. 18. Façade Modulation and Articulation of 7-unit building

Blank Walls (14.2.B)

The north wall of the central community space is provided with trellises to mitigate the blank walls. Additional architectural treatment may be required given the large size of this wall; however, the proposed trellises are acceptable at this phase of review. This wall should also be considered for recreational use, such as for outdoor movie screening, which will further enhance the outdoor space and meet the CIDDS standards for integration of community space (13.2.B) and Site Design multi-functionality (CIDDS 11.2.J). The blank wall of the tower elements that are visible from the residential balconies are a concern (see Fig. 19). The Applicant has indicated that these walls will be further refined to include windows, which will allow more light in the interior spaces, and eliminate the visual impacts of these blank walls. The blank wall where the electric vehicle (EV) charging station is located (Fig. 12.B and Fig. 23) should be designed to showcase the EV and bike amenities for residents (see also Parking section regarding screening requirements for parking next to community space). The large opening of the garage also needs to be screened from the community space. The screening of the garage and the blank wall treatment should be designed thoughtfully as a complementary and unified composition that enhances the community plaza space and the trellised wall of the townhouse unit. Methods for screening structured parking, as listed in CIDDS 15.3.G may be used to mitigate the blank wall, to achieve a cohesive architectural treatment for the plaza enclosure.

Fig. 19. Blank walls at the upper floors of the two end tower elements are visible from the balconies

[Condition 22] ***Blank walls visible from residential balconies along the east elevation of the larger building shall be mitigated. Blank walls resulting from screening of the dumpster area from Newport Way and blank walls in the central open space/plaza of the 86-unit building shall be further evaluated for appropriate treatment when the programming of the space has been determined. Other blank walls visible from public or private open spaces, such as the wall where the electric vehicle charging station is located, shall be mitigated with decorative architectural details or artwork, such as the methods described in CIDDS 14.2.B.1.***

Incorporate informal gathering spaces (CIDDS 14.2.E) (related standard: CIDDS 12.2, 13.5)

Informal open spaces at the Abossein parcel and in front of the 7-unit building are provided with benches for community social interaction. The front porches of the individual townhouses are large enough to include porch chairs. There is a large planter that was formed as a result of the roundabout curvature in front of the townhouses that reads more like it is part of the townhouse landscaping, instead of an element of the parkway. This was discussed earlier in the Circulation Facilities section (see Fig.6. Public and Private Pedestrian zones). If designed with intention, this can be a small public gathering space that allows community residents to interact with nature. Designing this space as a small gathering space is consistent with several design standards, including:
CIDDS 12.2 – requires Circulation Facilities to accommodate multiple functions including informal gathering and recreation.

CIDDS 11.2.K - requires site design to provide amenities and street furniture adjacent to Circulation Facilities to support the uses and create a public living room. (Implies that the right-of-way is not just a transportation corridor)
CIDDS 11.3.D – community spaces, even when not required, are highly encouraged
CIDDS 13.5 - includes design standards for plazas and one of the examples of a successful plaza included in the CIDDS, in Juanita Village (Kirkland), should be a basis for designing this space (see photo on right).

Fig. 20. Juanita Village landscaped plaza

With these standards in mind, the landscape area should incorporate landscape elements that facilitates a place for pedestrian to rest and nearby residents to socialize in the public realm (see Fig. 21, Informal gathering space opportunity in the right-of-way landscape area).

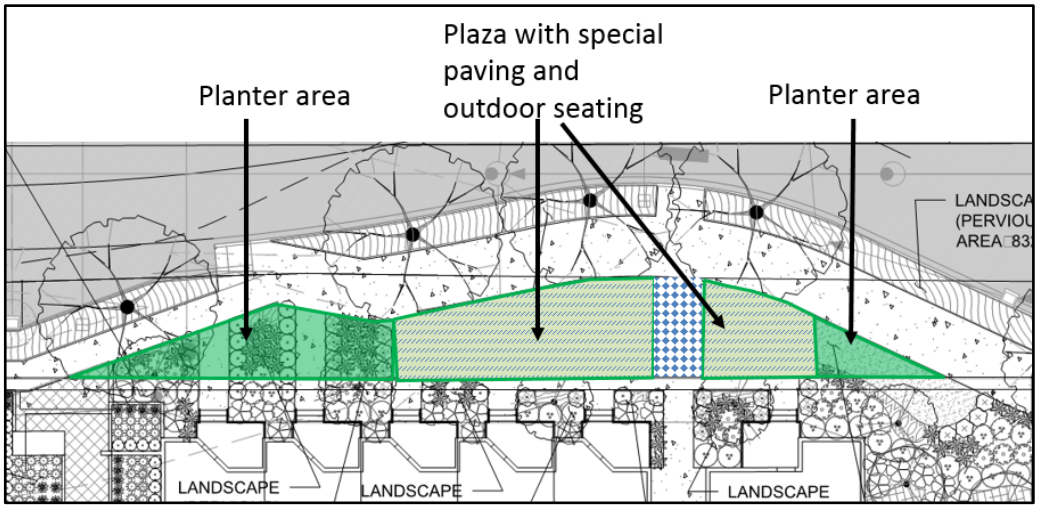

Fig.21. Informal gathering space opportunity in the right-of-way landscape area

To further assist the Development Commission and the Applicant to visualize the possibilities for this space, the examples in Fig. 22, Examples of small gathering spaces, are provided. These spaces used common landscape elements creatively to make the gathering space inviting, including:

- Special paving (scored concrete sidewalks is fine, as long as it looks like landscape plaza paving)
- Seating, integrated to the planters or stand alone
- Geometric forms distinguishes the people spaces from the natural features but are well- integrated with planted areas
- Planters designed creatively so they become part of the "specialness" of the space

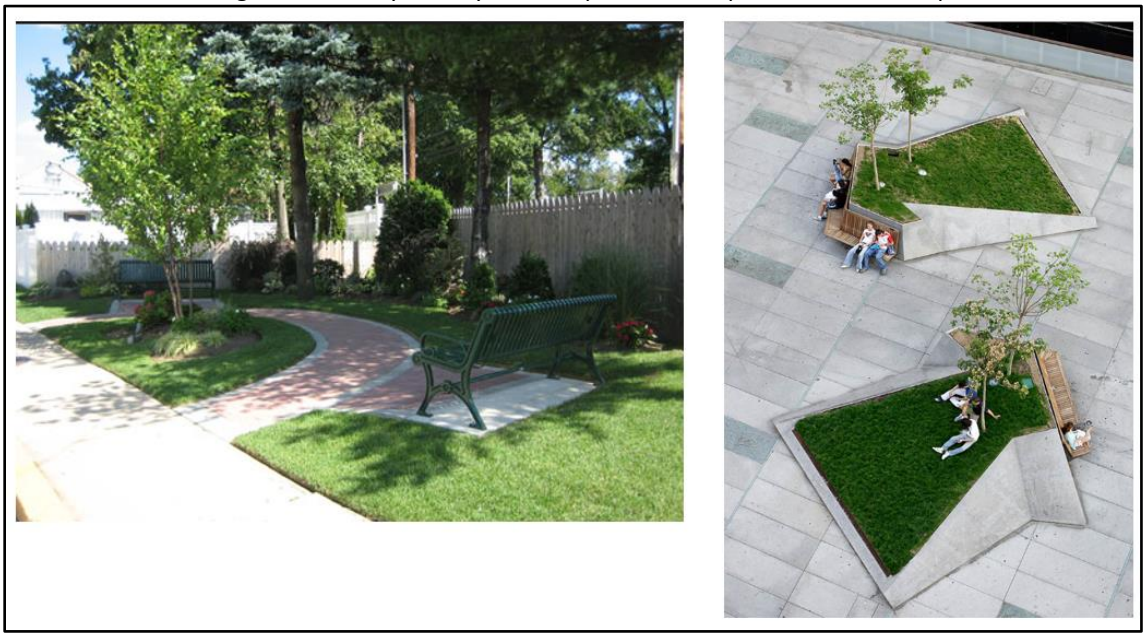

Fig.22. Examples of small gathering spaces

[Condition 23] ***The green space in the right-of-way that is currently treated as an oversized planter area shall be designed as an informal gathering space and provided with special paving and landscape planter areas similar to the outdoor plaza in Juanita Village included in the CIDDS as an example of good plaza design.***

Ground Level Details (Sec. 14.4) See sheets B4 and B12

Architecture and landscaping features are required to enhance pedestrian experience at the ground level, using techniques such as large window coverage, active interior spaces clearly visible from the public areas, enhanced landscaping, special paving, pedestrian scaled lighting and weather protection.

Both buildings have their primary entrances facing directly at a Circulation Facility on Newport Way. The main lobby entries to the apartment buildings entries are adorned with a large canopy over the threshold (see Figs. 22 and 23). The individual townhouses have slightly-raised front porches that serve to provide a transition from semi-public to semi-private space. The townhouses are also provided with large windows facing the street, but recessed so as to provide privacy for the living spaces. Balconies on the second story add additional opportunities for street activation. Construction conditions included with this staff report require additional architectural details to ensure that ground level treatment enhances the pedestrian experience.

Fig. 22. Ground Level details for 7-unit building showing entry canopy over the main lobby (left), planter seat walls and bike racks

Fig. 23. Ground Level details for 86-unit building showing entry canopy over the main lobby, the enclosed central open space and individual porches of townhouses

LIGHTING (Chapter 17)

The Applicant has not provided information about the exterior lighting for the right-of-way and the open spaces and building entries. Street lighting will be required as part of the frontage improvements for this project. In addition, CIDDS have design standards for lighting of community spaces (CIDDS 17.7), non-motorized circulation facilities (CIDDS 17.6), building entries (CIDDS 17.9.A) and landscape/site elements (CIDDS 17.10) that this project will be required to meet.

> [Condition 24] ***As part of the required frontage improvements, provide street lighting in accordance with the City's Street Standards. Lighting levels shall comply with Figure A, Illumination Level Standards Table and the "BUG" in CIDDS 17.3.***

VIII. ADDITIONAL REVIEW: OTHER CITY STANDARDS, OUTSIDE AGENCIES

Grading

A slope analysis was conducted by the applicant, which determined that the existing slopes meet the City's limited exemptions for steep slope hazards as defined in IMC 18.10.580. The SEPA Mitigated Determination of Nonsignificance decision has been issued for public comment and together with other concerns, addressed this analysis and found the findings consistent with the aforementioned City Code.

The steep slope area (Tract B) was created as part of the Inneswood Estates Short Plat (SP13-00002). A Geotechnical Critical Areas Study was prepared for the short plat and the steep slope buffer was approved to be reduced from 50 feet to 10 feet. A 15-foot building setback is required together with the reduced buffer, such that the proposed occupied buildings are located no closer than 25 feet from the toe of the steep slope. SEPA mitigation required additional geotechnical analysis, for subsequent building permits at the toe of the slope, to demonstrate adequate slope stability through a global stability analysis, confirming that the geotechnical design requirements and recommendations from the Icicle Creek Engineers report, December 31, 2013 have been met, together with the conditions of the Short Plat Notice of Decision SP13-00002. A third-party independent review of the geotechnical report global stability analysis will be required at the applicant's expense.

Utilities

Storm:

A Preliminary Drainage Report (CORE Design, May 2, 2016) was prepared to address core requirements, off-site drainage analysis, stormwater facility flow control and water quality design. The project will be required to meet the 2009 King County Surface Water Design Manual as amended by the 2011 City of Issaquah Addendum.
The Newport Way frontage improvements, including the roundabout, will drain to a detention vault across the street in the northeast corner of the Newport Way intersection with NW Juniper Street. The detention vault is located underground and partially extends into a wetland buffer. This detention vault has been previously evaluated for SEPA compliance and approved under a separate permit associated with the Inneswood Preliminary Plat (PP13-00003). The applicant proposes to provide two dispersion trenches in the wetland buffer to meet its Individual Lot BMP requirements.

The stormwater from the two residential building sites will each be collected on on-site detention facilities. The stormwater for the larger building will discharge from a detention facility onsite to the same wetland area across Newport Way NW. In order to minimize impacts to the wetland, the stormwater shall be designed not only to meet the storm water standards for flow control and water quality, but also to maintain the wetland hydrology. The detention facility for the smaller building will drain to the existing stormwater collection system in Newport Way.

The City has adopted the 2009 King County Surface Water Drainage Manual together with the City of Issaquah 2011 Addendum, both of which together identify the requirements for the storm water conveyance, detention, and treatment systems. Preliminary plans and reports indicate that the project will comply with the above standards and requirements.

> [Condition 25] ***Stormwater design shall be prepared consistent with the current City stormwater standards, the adopted 2009 King County Surface Water Drainage Manual and the City of Issaquah 2011 Addendum.***

Sewer:
The Applicant is proposing to connect to a public sewer system within NW Juniper Street. The City has determined that there is sufficient capacity for the proposed connection.

Water:
An existing water system has sufficient capacity for both the domestic demand and fire flow requirement for the proposed development. Improvements are required to address the service connections and fire hydrant placement per City standards.

Review comments received from other City departments, listed below, have been incorporated into the Staff Report.

- Eastside Fire & Rescue – the project has been reviewed by the Fire Marshall and deemed acceptable at this phase of review. The site plan and buildings will be required to meet fire and emergency access requirements and building/fire code.
- Public Works Engineering: Construction conditions and recommendations were sent to Applicant under a separate cover.

Construction conditions

Construction conditions are also found in the CIDDS checklist (Attachment 2 of Staff Report). Construction conditions are provided where the proposal does not provide adequate information for staff to determine compliance with the CIDDS, the City of Issaquah Streets Standards and other sections of the Land Use Code that applies to the project. These items are construction details not customarily required at the Land Use Permit phase of review but will be required of the project to demonstrate compliance for construction permits.

IX. Proposed Motion

Based upon the applications, submitted plans (Attachment 8 of the Staff Report), technical reports for drainage, transportation and critical areas referenced in the SEPA Mitigated Determination of Non-significance and the Staff Report, public comments received, and Findings contained in the Staff Report, the Administration recommends that the Development Commission move to:

Approve the Site Development Permit for the project known as Inneswood Apartments, File No. SDP16-00006, as described and evaluated in the Staff Report dated October 26, 2016 with Attachments 1 – 8, and project drawings and reports received on May 25, 2016 and all subsequent submittals up to October 2016; and subject to the recommended conditions of approval below.

Recommended Conditions of Approval

1 The applicant shall comply with the Mitigation Measures set forth by the Mitigated Determination of Nonsignificance.

2 The Applicant shall dedicate property frontage for public sidewalks and retaining walls along Newport Way.

3 Existing power poles shall be relocated and telephone, cable and distribution lines shall be undergrounded.

4 Street trees for Newport Way shall be Zelkova 'Green Vase', planted at 20 – 25 ft. on-center. To the extent feasible, the Applicant shall work with PSE to move the high-powered transmission lines at a height to clear the mature height of the trees. Underground utility line locations shall be adjusted to ensure no big gaps in street tree spacing along Newport Way.

5 The required trail through the Tract B shall be a minimum of 3 ft. wide and limited to a soft-surface material, to be field-fit without excavation, to minimize impact to existing trees. A 4-foot wide public access easement shall be provided for the entire length of the trail.

6 Retaining walls along the Newport Way right-of-way shall be terraced where right-of-way width is adequate. The wall abutting the sidewalk shall be no greater than 4 feet. Additional retaining walls shall be setback a minimum of 4 feet from the face of the 4-foot retaining wall and softened with a combination of climbing vines, columnar trees and large shrubs.

7 Redesign the walkways and front yards of the townhouses, as illustrated in the staff report. The landscape scheme of the right-of-way shall read as part of the Newport Way "greenway". The "private zone" shall be differentiated from the "public zone" by providing a 5-foot wide private walkway with special paving as the boundary for the two zones.

8 The curb cut for the Abossein vault and open space shall be differentiated from the roundabout paving, provided with a pedestrian-passable barrier, such as bollards, and clearly signed, to prevent cars traveling on Newport Way from mistaking this to be the continuation of the Newport Way roadway.

9 Sidewalk shall stay at a consistent grade when crossing driveways and shall be constructed per Street Standard T-06A, Urban Driveway Standard.

10 The driveway width shall be reduced to 20 feet with concrete wings and rolled curbs to accommodate the required turning radius for garbage trucks and fire trucks. For the 7-unit building, the driveway curb cut shall be minimized to 20 feet.

11 Safe pedestrian facilities shall connect from the Inneswood Apartments to the existing pedestrian paths serving Issaquah Valley Elementary School, the Target Store and Issaquah Commons shopping center, and other future civic destinations, if known.

a. The boardwalk proposed at the Abossein property shall connect to the existing paved walkway to the north and the new sidewalk and crosswalk of the roundabout. The boardwalk shall have a 6-foot wide cleared pedestrian passage. If railings are required, railings shall be installed outside of the 6-foot width.

b. Sidewalks shall be provided from the roundabout crosswalks along the mini-storage to connect to the existing sidewalks. Where the existing swale conflicts with the location of the new sidewalk, the width and location of the sidewalk may be adjusted.

12 The plaza in the center of the 86-unit building shall be designed as an urban gathering space with nature-themed play equipment or sculptural elements that can be used by young children for play while also providing parklike amenities for senior and adult residents.

13 To provide meaningful recreational options for different age groups and meet a variety of interests for recreation in the community, the Applicant is strongly encouraged to plan the Abossein open space to accommodate a community garden for its residents in the future

14 The Abossein open space shall be landscaped so that the maintenance vehicle driveway is incorporated into a plaza designed as an activity area and an overlook for the wetland.

15 The central open space of Parcel B shall be designed to comply with CIDDS 13.5. and the planter bordering the property line shall be designed as a pedestrian amenity, by incorporating seatwalls and pedestrian-scale lighting.

16 Off-site and on-site wayfinding signs shall be provided so residents are made aware of new public amenities, namely, the trail through Tract B and the Abossein open space, that are available in their community. The signs may also include existing community destinations.

17 Street tree locations and spacing shall be coordinated with sidewalks, utility lines and overhead powerlines. Continuous row of street trees must be maintained and spacing shall be consistent to the fullest extent possible. The utility lines within the roundabout shall be located to accommodate trees in the center landscape area.

18 The planting scheme for the area between the Inneswood property line and the Newport Way sidewalk shall be designed to provide as a transition from private to public space. The planting scheme shall be consistent in character with the roundabout landscape and distinct from the planting scheme for the private porches.

19 Replace the deciduous trees with more native evergreen conifers along the western edge of the property.

20 Retaining walls over 4 feet that are adjacent to the patios of the buildings shall be terraced where there is room and terracing can be done outside of the steep slope buffer. Pedestrian-scale exterior lighting shall be provided for the walkways to the patios to ensure pedestrian safety and that the gathering spaces are comfortable and pleasant.

21 Additional building or vertical element along the street frontage of the 7-unit shall be provided using options identified in CIDDS 11.3.I or 11.3.J.

22 Blank walls visible from residential balconies along the east elevation of the larger building shall be mitigated. Blank walls resulting from screening of the dumpster area from Newport Way and blank walls in the central open space/plaza of the 86-unit building shall be further evaluated for appropriate treatment when the programming of the space has been determined. Other blank walls visible from public or private open spaces, such as the wall where the electric vehicle charging station is located, shall be mitigated with decorative architectural details or artwork, such as the methods described in CIDDS 14.2.B.1.

23 The green space in the right-of-way that is currently treated as an oversized planter area shall be designed as an informal gathering space and provided with special paving and landscape planter areas similar to the outdoor plaza in Juanita Village included in the CIDDS as an example of good plaza design.

24 As part of the required frontage improvements, provide street lighting in accordance with the City's Street Standards. Lighting levels shall comply with Figure A, Illumination Level Standards Table and the "BUG" in CIDDS 17.3.

25 Stormwater design shall be prepared consistent with the current City stormwater standards, the adopted 2009 King County Surface Water Drainage Manual and the City of Issaquah 2011 Addendum.